

THE TURF.

[the New Orleans Picayune.]

Jockey Club Races--Spring Meeting, 1860.

Yesterday's race over the Metairie closing one to the most brilliant ever held in the South, and, in part of the United States.

The Jockey Club purse, \$1,500, was brought together. Fanny greatly the favorite against the second favorite, Breckinridge. These positions, in the betting

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told in a few words, which perceived by the

MEMORIAL.

April 7.—Jockey Club Purse \$1,500
at Valley Forge, Washington.
Start out of the Washington
at 1. f. La Parrotte, by Louis D'Or, 1 1
" f. Mettrath & Harper's ch. c. 1
" f. Wagoner, by Harry G. 2 2
" f. John C. Herkine- 2 2
tion, dam by Mrs. Cleasance. dist.

Time

1st heat. 2d heat.

—1st— 2:09 1/2
—2nd— 2:11 1/2
—3rd— 2:13
—4th— 2:15
—5th— 1:56 1/2
—6th— 1:58 1/2

2:02 2:09 1/2

Finisann.

International pugilistic match in-
stigated upon both sides of the water,
ry will change hands after the
act that has been the case in every
cock place. In England the odds
are 7 to 1 against, and in some ex-
bet by the friends of Severn the

would be the fight within forty years, and the training of the youth, evidence of the staying capacity of bettering even that he is not without a certain character, from which it would appear he is rather a liking for the "old" history of the world in his first choice. The London Saturday Review says "with dusty paws the dew away" on Newmarket Heath. He has following letter to George Wilkes, Esq., Lincoln.

NEWMARKET, March 12.

WILKES, ESQ., PROPRIETOR OF THE "FREE PRESS."

It is a pleasure to me to hear of pleasure of meeting you at the London, last Monday, it has been very much perched upon having come so far to look at a match you made between me, just to get down to business in my training, and to have, if I can, a little of the walk of the horse, or lose, I feel obliged to you this chance, and if I can afford to make any of any small sum, I will add like to do so. In fact, sir, to conceal or make a mystery of my feelings, only wish to

visitors, because it would not be the brother who is crying for that called. As I said to secrets about my nearly all of the things that I am doing in good health, and myself all confined, as you will see if you want to. I will tell you that you will recollect meeting the one that I am happy to see. I would like to see at present; but I am also glad to hear that your country is doing well. I am glad for taking the liberty to say that I have been spread about my friends, and in the time of his arrival in this country are disappointed. I am glad to hear that it was as much on account of to give him, a stranger, the opportunity of concluding his journey to know the kind of man I have to I suppose, however, he had good company, and he was not alone. I think, I shall be the last man to see him, because he may depart as a stranger, and if there is no more of it before we go into the river, I think it would be a good idea to do not best, when we do get to rely upon it, my colors are the same as if it was a stranger.

"then, I will try to make sure
that I shall be able to them
though I should not come off victo-
rious."

"As I may not see you before the
end of the month, (unless you can spare time to
visit), I wish you would say in your
next letter how grateful I am to the
community for the kind manner they
have been in connection with me,
and with which I flourish. So far as I am
not hearted of a single unfairly
can be said. I hope, say for it
in it, that I hope and trust Heaven
from its compulsion of from what
the first day of my life, have
it is decided, and whether I win
or lose, I may pay a great price
to do so. I will be in person, thank
the liberality of feeling, and great
they have all along shown to-

"I may find it convenient to come
to dear Sir,
faithfully,
TOM. SAYERS.

JANUARY 1860.

HENSON.—As Gen. Johnson has
the propriety state the estimation
of him by the people of Ohio, he
is considered to be a gentleman of high
character and of high position
in his composition. He has the

ing kept his soldiers under the impression that he was actually obtained from the first towards the Utah people, further and positively implied in the formative think there could have been, possibly, some, and there were not have been one a great man and Gov. Cunningham have not rather from the first. The Governor has been of a conciliatory line, has been endeavoring to make both have sated their respective blood have done very well at that, and that is much worse than they be for, of N. Y. Tribune.

Mrs. Brain—Mrs. Ellen Howlow of the late Edward Shippen was born in England, April 18, 1816, sixth year of her age. Mrs. Shippen was the daughter of John and Mary Stumps, of the firm of Jos. Stumps, who were large shipping merchants in Liverpool, and whose son, Edward, was killed in the war. Mrs. Brain's father died in 1785, of yellow fever, a child, and left her under the care of her mother, in South Ninth and Chestnut streets, where she lived until she was 14. She was married at the age of

ation Stephen Barr. He died in 1967, leaving a fortune of \$10 million, and addition to the absolute bequests made, his will was intended to receive a large sum of money that he expended this income profusely in his efforts to help the poor and about half a million. She spent money of dollars each year in her efforts to help the poor, on the disposition of her property, ally, however, from her habits of charity. It is the duty of her by her for charitable and humane *Id. Inquest.*

... or a School Girl.—On Saturday the 12th of the building was destroyed and the Institute, took fire from a defect was burnt to the ground. The cost was \$10,000, and the furniture

The Herald says:

Some time since a young man was raised that a girl was in the building. It was soon ascertained that the girl was a young woman in the building, working desperately of the furniture from the flames. She threw the first to the ground and go until the property was saved, and the girl was rescued.

THE PHYSICIAN ANSWERED: "A collection said to Lord Kilronn's brother, the second Earl, was more than gravity of his person." "You ruin, a man is always a fool or a woman is always an angel."

OUR NEW FRIEND!

FOR \$28.
E. Clark's
INVOLVING LOOPER DOUBLE-THREADED
FAMILY SEWING MACHINE.
EVERYBODY and his wife pronounce it the best in the


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BOYS' AND YOUTHS'
 Clothing
 AT WHOLESALE.
 COUNTRY MERCHANTS ARE RESPECTFULLY
 invited to call and examine my stock of the above Goods.
HERMAN P. WHALEY,
 NORTHEAST CORNER MARKET and THIRD STS.
 SPRING TRADE, 1860!
T. & R. SLEVIN & CO.,
 WHOLESALE
 DRY GOODS DEALERS,
 30, 42 MAIN STREET CORNER OF ADOBE CHURCH,
 LOUISVILLE, KY.
 I have just received a large and complete stock of
 SPRING FANCY AND STAPLE DRY GOODS.
 I have also a large stock of
 SPRING FANCY AND STAPLE DRY GOODS.
 I have also a large stock of
 SPRING FANCY AND STAPLE DRY GOODS.

[illegible]

Railroads.

FAST TIME TO NEW Y

FROM
Cincinnati via Columbus, Little
Rock AND
1860 
COLUMBUS & KENTIA RAILROAD
EXCLUSIVELY AN EASTERN ROUTE
FROM CINCINNATI
Boston in 24½ hours. New York in 31½ hours.
Philadelphia in 26 hours. Baltimore in 28½ hours.
Buffalo in 30 hours. Pensacola in 14½ hours.
Pittsburgh in 12½ hours. Cleveland in 8½ hours.
St. Louis in 10½ hours. Cincinnati in 4½ hours.
Wooling in 11½ hours.
THREE THROUGH EXPRESS TRAINS

A new feature, and peculiar to the
LITTLE MIAMI RAILROAD
AUG. 26, 1904, N. and 11:50 P. M.
THE LITTLE MIAMI is the only RAILROAD
East from New York City to the
HEALIN, and is the ONLY ROAD upon which
ELECTRIC CARS ARE RUN TO ALL
THROUGH TICKETS TO ALL
From Cincinnati via Columbus, Bolivar (VA)
Baltimore and Washington to New York City
via Greenville, Pittsburg and Pennsylvania
Junction, Elmira, Elmira and Buffalo and New
York City, New York Central Railroad.
FARE AS LOW AS THE LOW
1st Baggage checked from Cincinnati to New
York City via Greenville, Pittsburg, Elmira, and
Buffalo, N. Y. 1st Class, \$10.00. 2nd Class, \$8.00.
Speed combined with Safety, secure your
tickets for the Little Miami Electric RAILROAD
via Columbus.
For Through Tickets
And all information at Cincinnati, please see
Ticket Office, 1000 Broadway, New York City.
Walnut Street House; at New York, South
Street Station, New York City, and at
the Eastern Depot, East River Ferry, N. Y. CITY.
190415
Great City

**LOUISVILLE & NASHVILLE
RAILROAD**

ON AND AFTER SUNDAY, January 22, 1901.
Multi-train daily, 7:20 a. m., stopping at all regular
stations of the Lebanon Junction, when flagged,
4:40 a. m., stopping at above, and arriving in
Lebanon at 5:00 a. m.
Express train daily, (Sundays excepted), 5:00
a. m., stopping at above, and arriving in Lebanon
at 5:20 a. m.
Returning, leave Nashville at 10:30 a. m. and
at Louisville at 12:30 p. m.
Multi-train daily, (Sundays excepted),
stopping at all regular stations on main line to
Lebanon, leaving Nashville at 7:20 p. m. and
arriving in Lebanon at 10:00 p. m.
Lebanon Accommodation daily (Sundays excepted),
leaving Nashville at 10:00 p. m. and arriving
at 10:30 p. m. Returning leave Lebanon at 5:00
a. m. at Louisville at 11:30 a. m.
Lebanon Junction, Lebanon Junction, Junction with
Glasgow; at Franklin with stages for Knoxville
and Knoxville.
Mail and Express trains connect at Nashville
with the Nashville and Chattanooga, Nashville and
New Orleans, Chattanooga, Knoxville, Lynch-
burg, Knoxville and Sevier, Knoxville and Sevier,
Augusta, Charleston, etc., etc.
Lebanon Express connects at Lebanon with
the Nashville and Chattanooga, Nashville and
New Orleans, Chattanooga, Knoxville, Lynch-
burg, Knoxville and Sevier, Knoxville and Sevier,
Augusta, Charleston, Campbellville, Columbia,
etc., etc.
Through tickets for sale at the Depot, corner
Broadway and Broadway, and at the Depot
opposite National Hotel, for New Orleans, etc.

Louisville, Augusta, Atlanta, Jackson, Natchez, Charleston,
 Springfield, Perryville, Harrodsburg, Danville,
 Burg, Campbellsville, Columbia, and Burkesville.
 JOHN B. ANDERSON
 A. J. FIELD, Gen'l Ticket Agent,

LOUISVILLE & FRANK
 AND
 LEXINGTON AND FRANK
 RAILROAD

ON and after MONDAY, Dec. 16th, 1890,
leave Louisville daily Sundays excepted.
FIRST TRAIN—6 A. M., stopping at all sta-
tions en route, except Fair Grounds, Race Course, I-
nd and Belvoir, connecting at Eminence with Sta-
tion Castle; at Frankfort for Lawrenceburg, Harrods-
ville; at Midway for Versailles; at Payne's
for Reform School; at Lexington for Lexington;
at Nicholasville, Danville, Lancaster, Crab Orchard,
Richmond, Mount Sterling, and all interior
stations.
SECOND TRAIN—2:30 P. M., stopping at
all stations en route, excepting Fair Grounds, Point,
Ormsby's Brownboro, Buckner's and Norton,
connecting by stage at Eminence for Shelbyville.


THIRD TRAIN—ACCOMMODATION—Leaves at stopping at all Stations; and returning, will leave at 7 A. M., stopping at all Stations, and arrive at 8:40 A. M.

Trains arrive in Louisville as follows: 1. 10:10 A. M.; second train at 6:30 P. M.; Lagrange train at 8:40 A. M.

Trains leave Louisville daily (Sunday excepted) as follows: 1. Leave Lexington at 4 P. M. Freight is received and discharged from 2 P. M.

2. Through tickets for Danville, Harrod Orchard, Somerset, Versailles, Georgetown, Louisville, and all further information, can be had at the Louisville Ticket Office.

1939. WINTER ARRANGEMENTS
BALTIMORE AND OHIO RAILROAD



GREAT NATIONAL ROUTE
TERMINATES AT WASHINGTON AND BALTIMORE on the East; and Wheeling, Benwood, and Parkersburg on the West; at which place is union with the Chesapeake and Ohio, and the Baltimore and Annapolis roads, steamers, &c., for and from all ports.

WEST, SOUTHWEST AND NORTHWEST.
Leaves Wheeling daily at 12:35 P. M., and 1 P. M.
One train leaves Parkersburg daily at 9:20 A. M.
Connections are made by these trains

For all the Eastern Cities
This is the only route to Washington City, by this route can visit Baltimore, Philadelphia and Boston, at a cost of a ticket to Boston and back.

Through tickets to the Eastern cities can be purchased at Washington City at an additional charge of 42¢. Time as quick and fare as low as any other route.


Inquirer for Tickets to BALTIMORE, PHILADELPHIA AND BOSTON, at any of the principal railroad offices.
E. P. FULLER, General West.

W. P. SMITH, Master of Transportation.
JEFFERSONVILLE RAILROAD
CHANGE OF TIME.
ON and after MONDAY, February 6th, 1895
leave Jeffersonville as follows:
AT 9:00 A. M., 3:15 P. M., AND 9:
26 P. M. Train (Indianapolis and St. Louis
tion), daily, Sundays excepted—Arriving at

a. m., and Indianapolis 8:45 p. m. Returning, noon at 8:50 p. m., reaching Louisville at 9:15 p. m. The Indianapolis-Is and Cincinnati press, daily, Sundays excepted—Arriving at 9:15 p. m.; Cincinnati at 9:10 p. m.; St. Louis Chicago at 10 a. m. Returning, leaves Indiana p. m.; Seymour at 3:15 a. m., reaching Louisville 7:45 P. M. Train (St. Louis, Indianapolis, and Night Express), daily, Saturdays excepted—Arriving at 6:00 a. m.; at Cincinnati at 8:10 a. m.; Louisville at 1:00 p. m. Leaving, leaves Indianapolis at 11:50 a. m., reaching Louisville at 7:45 P. M. Train on Saturday goes to Se connecting with the Trains on the Ohio and Railroad for St. Louis and Cincinnati. Returns morning at 7 a. m.

Baggage checked through to all the principal
 East, West, North, and South.
 Fare low as the lowest to all points.
 For through tickets and further information
 Union Railroad Office, No. 527 southeast corner
 Third streets, Louisville, Ky., or at the Depot
 ville, Ind.
 feb7 dtf
 S. J. LITTLE, Ticket
 A. S. CROTHERS

Louisville, New Albany and
RAILROAD.



For St. Louis, Chicago, I
AND ALL POINTS
WEST AND NORTH
THE GREAT WEST AND NORTH
SHORT LINE ROUTE.
1960. FALL ARRANGEMENTS
TWO DAILY TRAINS TO ST. LOUIS,
NATI AND CHICAGO.
ON and after FEBRUARY 19th, 1960, Passes
will leave New Albany as follows:
2:30 A. M. Mitchell Accommodation; returning

BAGGAGE CHECKED THROUGH

Both Through Trains connect closely at Green the Terre Haute and Richmond Railroad, West Haute and St. Louis and East of Indianapolis, etc with the Toledo and Western Railway. At Michigan Southern Railroad for Toledo and in Adams. Also at Michigan City with the Michigan Railroad and at Chicago with the Chicago and West and also for Detroit and all points East.

be obtained at the UNION R. R. TICKET OFFICE,
270 southeast corner of Main and Third street
VILLE, KY.
Trains are running by Louisville Time.
S. S. PARKER, Agent, Louisville.
R. E. RICKS, Agent, Nashville.
New Albany, February 16th, 1900.

NOTICE TO SHIPPERS

ON and after MONDAY, March 12, 1900, Freight
received at the Louisville and Nashville Ex-
press and Transfer Company, from 7 o'clock

clock P. M. until further notice.
 IF shippers will please send no Freight to or
 Depot after the closing hour (5 o'clock), as they
 received after this time,
 W. L. S.
 General Freight

Louisville and Nashville Railroad

TROUGH TICKETS ON SALE FOR—
 Memphis, Tennessee;
 New Orleans, La.;
 Chattanooga, Tennessee;
 Knoxville, Tennessee.

Huntsville, Alabama;
Montgomery, Alabama;
Augusta, Georgia;
Savannah, Georgia;
Atlanta, Georgia;
Macon, Georgia;
Charleston, South Carolina;
Fare to New Orleans and Memphis same as
Cairo.
Call at the Ticket Office of Company, No.
street, or at the Depot.
JOHN B. ANDERSON, Superin-
A. J. FIELD, General Ticket Agent.

THE COAL Proprietors of Hawesville, Ky., and Union, Ind., upon a full review of the operations of the coal business, during the past season, at the satisfaction of the business, with its necessary facilities for delivery to steamboats, cannot be sustained at more than Seven Cents, per bushel. Believing that the price is just and fair both to the seller and consumer, a contract has been made between the business upon a basis of cash, and the time made for the future, have mutually agreed that after this date Seven Cents per bushel will be the price for which Coal will be sold to Steamboats and Spectacle Coal yards; and to avoid all future misunderstanding, and that all boats may receive Coal at a uniform price, it is agreed that the sale of any order or bill of lading for coal, shall be subject to the above conditions.

Very truly, Sir, which the consumer pays
seven Cents per bushel, will be deemed a
settlement.
Signed:
Hawesville, Sept. 15th. 1880.
WILLIAMS & CO.
MAYO & BROTHERS
JAS. R. JENNING
D. NEWCOMB & CO.

NOVELTY WORKS
IRON AND BRASS FOUNDRY
Steam Engines and Circular Saw Mills
WE ARE MANUFACTURING STATIONARY
ENGINES AND CIRCULAR SAW MILLS

Best and most approved styles. Brass work of
description; Mill Gearing; Ashcraft's Steam Gauge;
Water Gauges; Wrought-Iron Pipe; Steamboat Bil
ing in all its branches.
We also manufacture Improved Sugar Cane M
Orders solicited.
P. S.—Cash paid for old Copper, Brass and Sc
HAWLEY, BILLINGS & BALD
006 dtf Cor. of Eighth and Water sts., Louisv
